

National Transportation Safety Board
Washington, DC 20594

Printed on : 9/8/2010 2:34:14 AM

Brief of Accident

Adopted 07/25/2007

MIA07CA101 File No. 21813	05/24/2007	Carthage, NC	Aircraft Reg No. N904MM	Time (Local): 17:30 EDT		
Make/Model:	Mooney / M20R			Fatal	Serious	Minor/None
Engine Make/Model:	Continental / IO-550-G		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Westminster, MD			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	Moore County Airport			Lowest Ceiling:	None	
Runway Identification:	05			Visibility:	10.00 SM	
Runway Length/Width (Ft):	5503 / 150			Wind Dir/Speed:	120 / 008 Kts	
Runway Surface:	Asphalt			Temperature (°C):	27	
Runway Surface Condition:	Dry			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 61			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	1185	
Private; Multi-engine Land; Single-engine Land				Last 90 Days:	58	
Instrument Ratings				Total Make/Model:	57	
Airplane				Total Instrument Time:	145	

After departure the flight proceeded to the destination airport and the pilot entered a standard downwind traffic pattern for runway 5. The pilot later reported that while on final approach he encountered a gust of wind. The airplane ballooned, and he heard the stall warning horn. The airplane touched down on the main landing gear then bounced. He added power in an effort to perform a go-around but did not achieve a positive rate of climb. The airplane touched down on the main landing gear, bounced, then landed again causing collapse of the nose landing gear. The airplane spun around and the left main landing gear collapsed.

Brief of Accident (Continued)

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Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The delay by the pilot-in-command to recover from a bounced landing resulting in a hard landing and subsequent collapse of the nose and left main landing gears.